CVILLE PLANS TOGETHER

Welcome!

ZONING REWRITE

COMMUNITY OPEN HOUSE

At today's event, please:

1. Sign In

2. Learn about the Zoning Rewrite and Draft Modules at the display boards

3. Provide your feedback on the web or paper form

There is not a presentation today.

Recorded presentations are available on the website linked below for Modules 1 and 2.

Review Draft Modules

CvillePlansTogether.com

Comment Forms

Module 1:
rebrand.ly/Zoning1

Module 2:
rebrand.ly/Zoning2

There are also paper forms available today.

MODULE OVERVIEW

The new Zoning Ordinance is being drafted in three "Modules," which are pieces of the draft zoning.

Module 1	Module 2	Module 3
• **Zoning Districts, Rules of Measurement, Use Table, Zoning Map** • *Available now*	• **Development Standards (landscaping, parking, signs, lighting, etc.)** • *Available now*	• **Zoning Administration (review processes)** • *Release pending*

Module 2 is the focus of this meeting

MODULE 1 UPDATES (SO FAR)

Based on feedback from the Planning Commission and Council, as well as input from the Technical Team (City staff and consultant team) we are planning revisions to Module 1, including (but not limited to):

- Adding an Applicability Table
- Adding district summary images and intent language
- Allowing parking in the front and side yard for 1- and 2-unit dwellings
- Increasing minimum/maximum setbacks to allow more space for landscaping and sidewalks
- Clarifying how height is measured

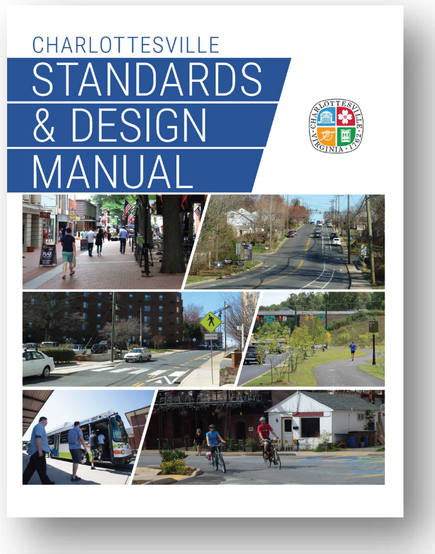
We are continuing to review community feedback, and additional changes may be added.

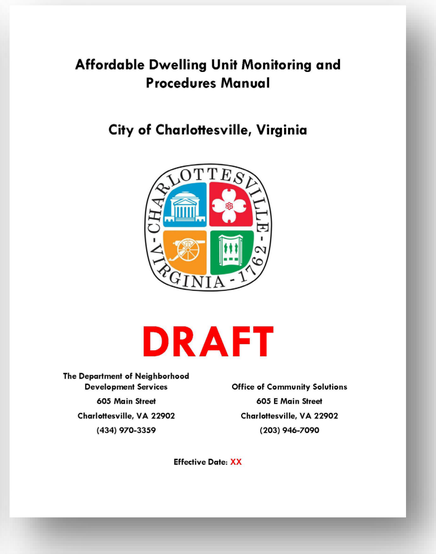
Staff are reviewing comments for both potential text/requirement changes as well as potential changes to the draft zoning map.

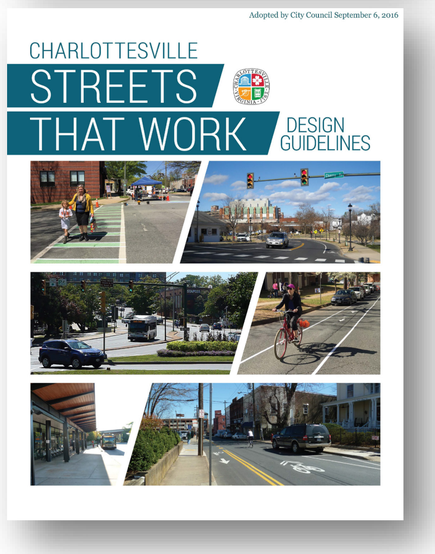
MODULE 2 OVERVIEW

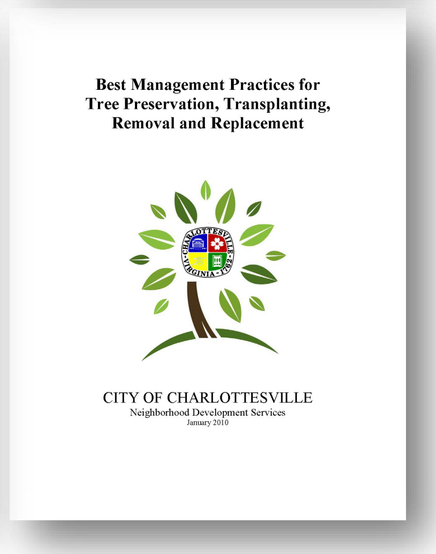
Module 2 Purpose

- The Development Standards set requirements for things like vehicle and pedestrian access, automobile and bicycle parking, planting standards, tree removal, transitional buffers and screening, signs, and lighting.
- Development Standards use other companion documents including:
  - Standards and Design Manual
  - Affordable Dwelling Unit Monitoring and Procedures Manual
  - Streets That Work Plan
  - Best Management Practices for Tree Preservation Manual





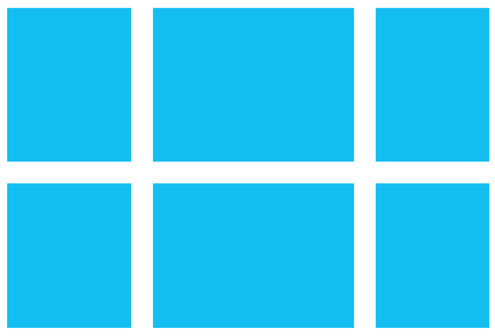



Best Management Practices for Tree Preservation, Transplanting, Removal and Replacement
CITY OF CHARLOTTESVILLE
Neighborhood Development Services
January 2010

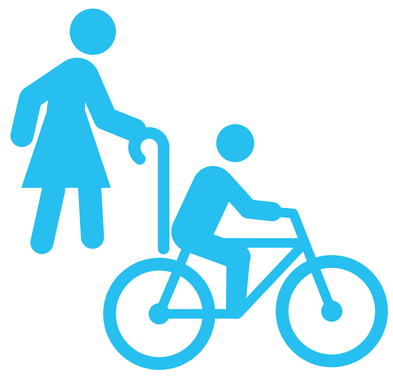
Contents

Applicability: When do the standards apply?

Development Bonuses

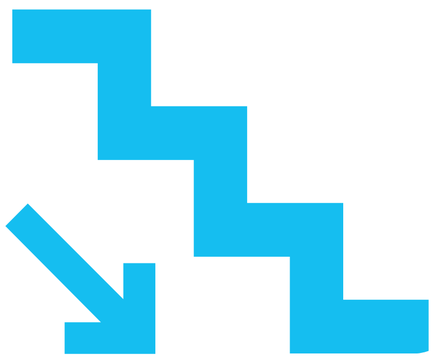


Blocks

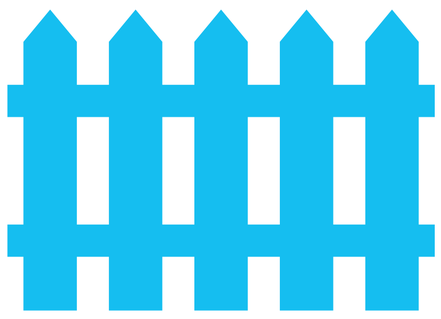


Multi-Modal Access and Parking

Vehicle Access and Parking



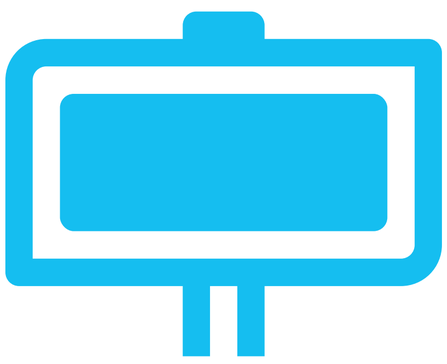
Transitions and Screening



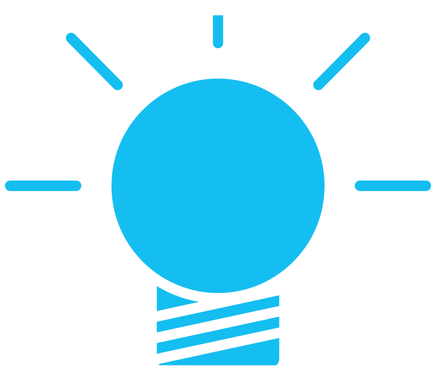
Fences and Walls

Landscaping

Environmental Sustainability



Signs



Outdoor Lighting

KEY UPDATES: APPLICABILITY TABLE

- The Applicability Table provides information on which standards apply to which types of development activities.
  - Where a Section applies according to the table above, the project activity must meet all of the applicable requirements in that Section. Where a Section is listed as not applying, no requirements in that Section apply.
  - The general applicability in the table and related section may be further modified by the specific applicability provisions for each Division in this Article.

DIV. 4.1. APPLICABILITY

4.1.1. General

A. Standards apply based on the project type proposed, as shown in the table below. For all zoning districts, the development standards apply as shown in the table below:

	PROJECT TYPE						
DEVELOPMENT STANDARDS	New Construction	Addition	Site Modification	Facade Modification	Change of Use	Renovation	Maintenance and Repair
Development Bonuses	●	●	○	○	●	●	○
Blocks	●	○	○	○	○	○	○
Streetscape	●	○	●	○	○	○	○
Pedestrian Access	●	●	●	○	○	○	○
Bicycle Parking	●	●	●	○	●	○	○
Vehicle Access	●	○	●	○	○	○	○
Vehicle Parking	●	●	●	○	○	○	○
Parking Design	●	●	●	○	○	○	○
Other Vehicle Use Areas	●	●	●	○	●	○	○
Garage Design	●	●	●	○	○	○	○
Transitions	●	○	○	○	●	○	○
Screening	●	●	●	○	●	○	○
Fences and Walls	●	○	●	○	●	●	○
Landscaping	●	●	●	○	○	○	○
Environmental Sustainability	●	●	●	○	○	○	○
Signs	●	●	○	●	●	●	○
Lighting	●	○	●	○	○	○	○

KEY: ● = Standards generally apply ○ = Standards do not apply

KEY UPDATES: DEVELOPMENT BONUSES

Development bonuses in zoning are one way that we are working to address housing and affordability needs.

What is "affordable"?

- Housing unit where monthly payments for housing (including utilities) do not exceed 30% of monthly income.
- In 2022, 60% of Area Median Income (AMI)is $62,900 per year for a four-person household, which means that monthly costs should be $1,573 or lower.

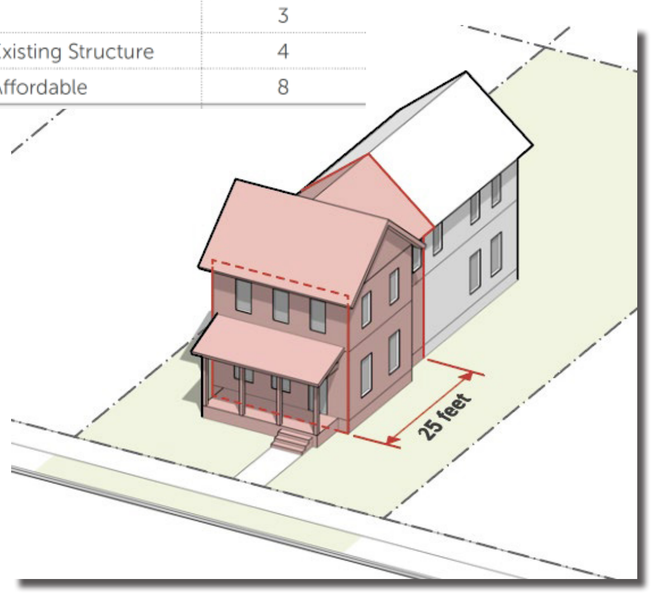
Types of Development Bonuses

Existing Structure Preservation Bonus

- **Intent**: Provide incentive for the preservation and rehabilitation of existing housing stock
- **Applies in**: Residential A (R-A) and Residential B (R-B) zoning districts.
- **Bonus Provisions**: Projects meeting all standards can build the maximum allowed dwelling units per zoning lot specified by the "Bonus-Existing Structure" standard for each zoning district (see Module 1)

In the R-A District:

2. **DENSITY**	*Sec. X.XX.X*
Dwellings per zoning lot (max)	
Base	3
Bonus - Existing Structure	4
Bonus - Affordable	8

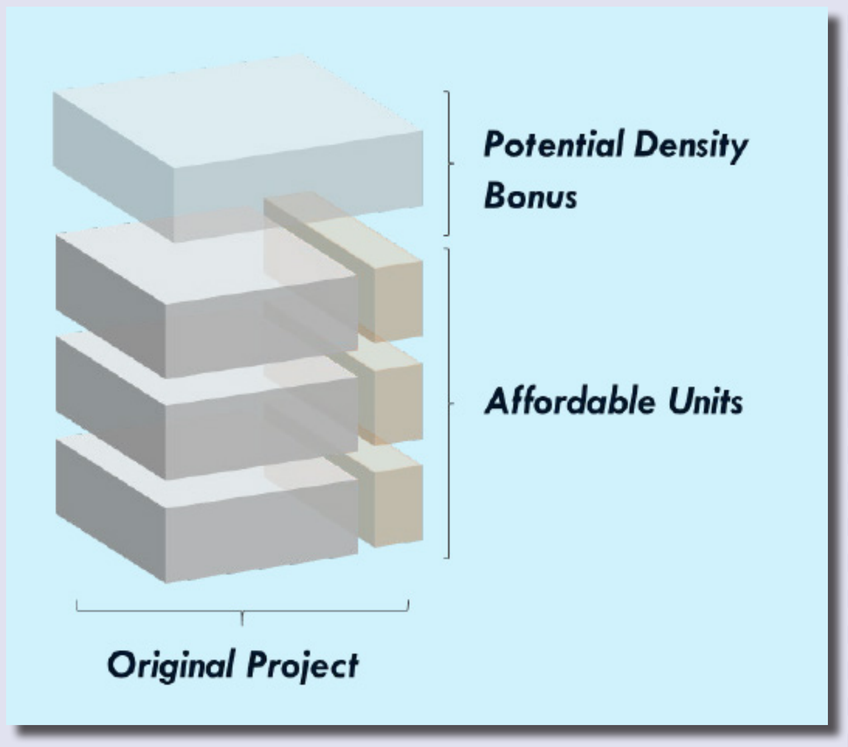


Affordable Dwelling Units (ADU)

- **Intent**: Provide incentive for the development of projects that implement the affordable housing goals of the adopted Comprehensive Plan and Charlottesville Affordable Housing Plan
- **Bonus Provisions**: If standards are met, can build the maximum allowed units per zoning lot and the maximum allowed height specified by the "Bonus-Affordable Dwelling Unit" standards for each zoning district (see Module 1)

There are three types of ADU provisions in the draft zoning ordinance.

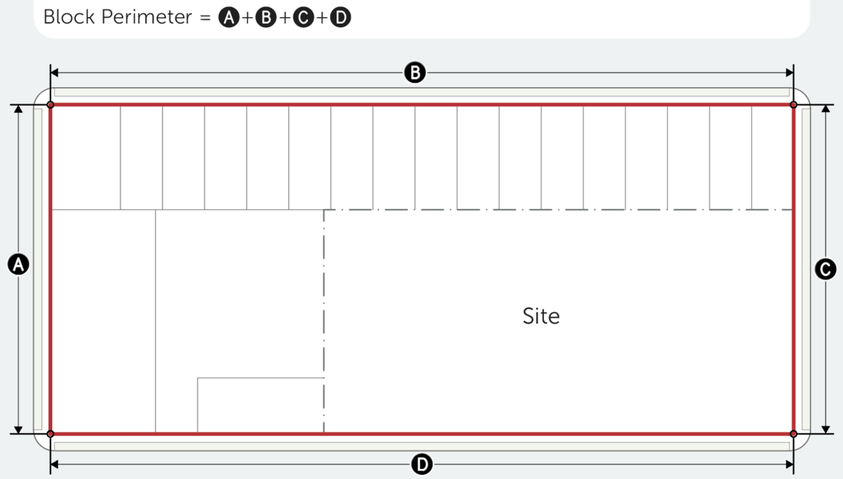
- **There is a <u>required</u> amount of affordable units for:** Any project with 10+ residential dwelling units on a zoning lot in all zoning districts other than the R-A, R-B, or R-C districts
  - **Requirement**: 10% of units must be affordable at 60% AMI or less or developers must pay in-lieu fee
- **There is an <u>optional</u> bonus for:** Projects in the R-A, R-B, or R-C districts
  - **Bonus Requirement**: 100% of dwelling units must be affordable at 60% AMI or less
- **There is a different <u>optional</u> bonus for**: Projects not in the R-A, R-B, and R-C districts
  - **Bonus Requirement**: 10% of dwelling units must be affordable at 50% AMI or less



Conceptual Illustration Only

KEY UPDATES: BLOCKS

- **Intent**: To provide a well-connected street network with safe and convenient vehicular and pedestrian access within developments and between adjacent developments.
- Applies to larger development sites (greater than 2 acres, or greater than 600 feet from any abutting street).
- Updates encourage a gridded street pattern to improve walkability and ease of access.



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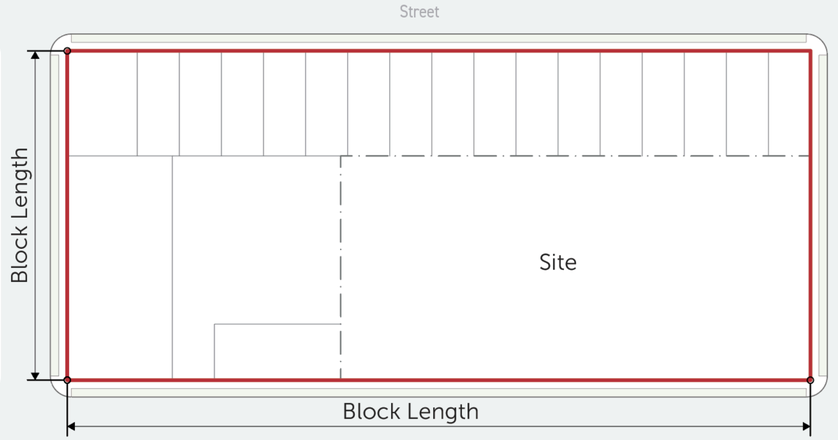

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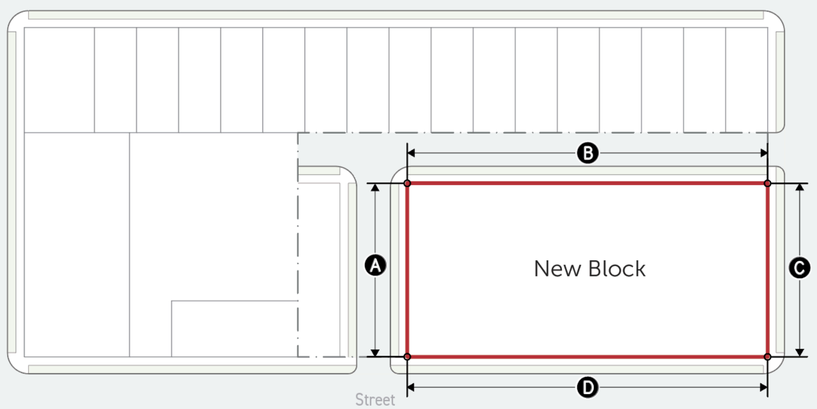
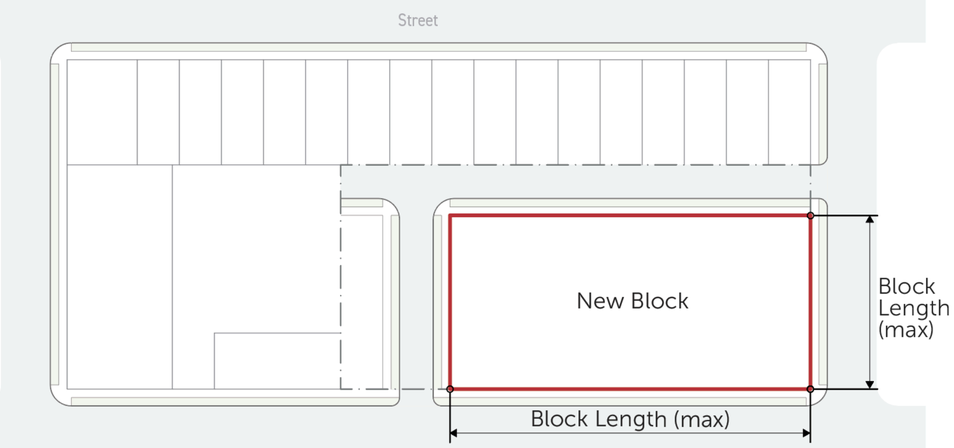


BLOCKS AFTER

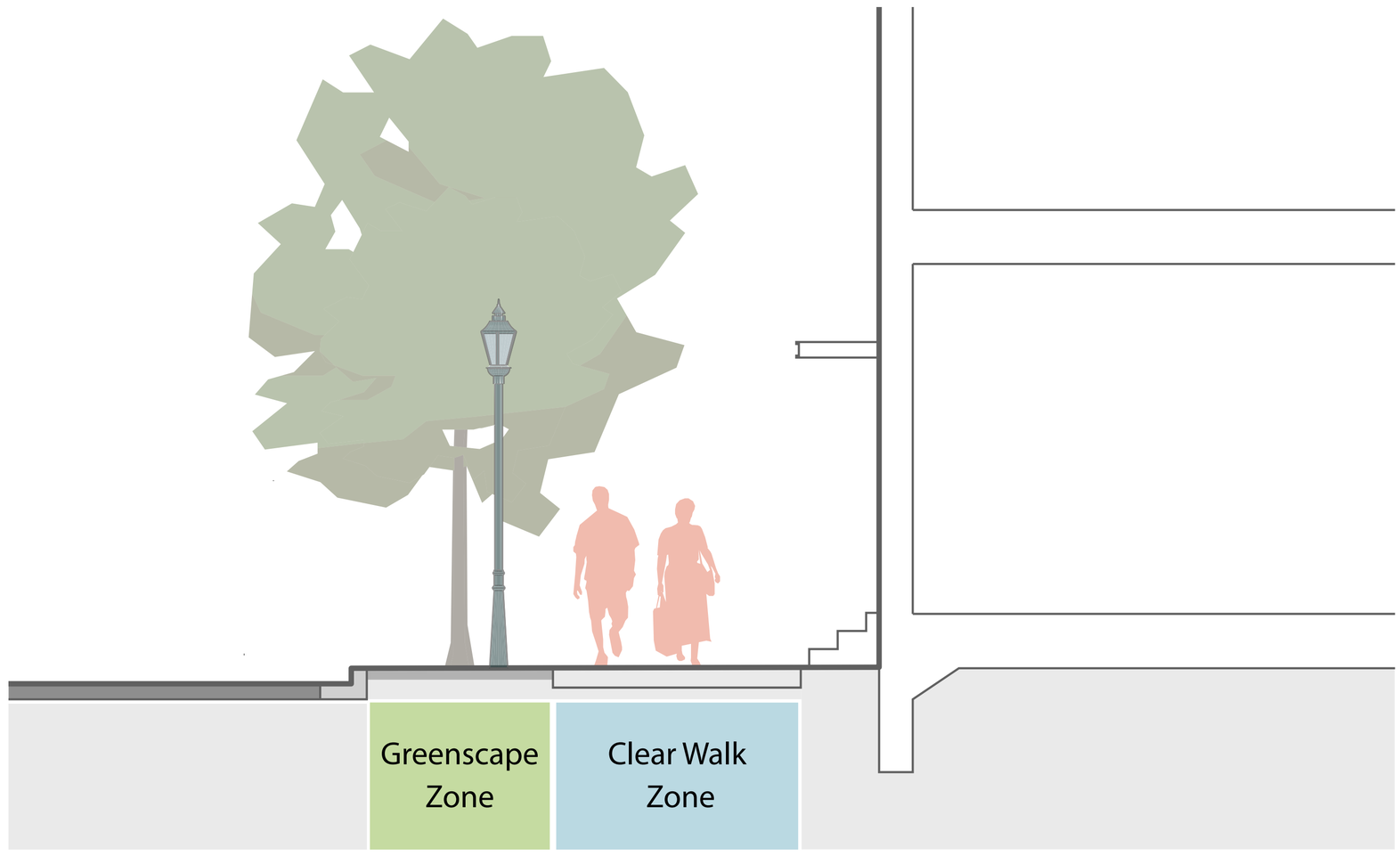


BLOCKS AFTER

KEY UPDATES: MULTI-MODAL TRANSPORTATION

Streetscapes

- **Intent**: To help ensure an attractive and inviting public realm that provides a safe and protected walkway for pedestrians
- Incorporates requirements from the existing Streets that Work Plan, which is the source for the Street Classifications in the table



STREET CLASSIFICATION	MINIMUM WIDTH REQUIRED	
	Clear Walk Zone	Greenscape Zone
Mixed Use A	7′	8′
Mixed Use B	7′	6′
Downtown	6′	8′
Industrial	6′	6′
Neighborhood A	6′	5′
Neighborhood B	6′	5′
Local	6′	5′

Pedestrian Access

- **Intent**: To promote walkability and ease of use for people using wheelchairs, walkers, and other mobility devices by:
  - Improving pedestrian access from public areas ("the public realm") to the interior of buildings
  - Ensuring that required entrances are conveniently and effectively accessible to pedestrians
  - Activating the public realm with building access points and improved, convenient pedestrian circulation through large sites

Bicycle Parking

- **Intent**: To promote bicycling as an alternative to motor vehicle transportation and help ensure safe, secure, accessible, and convenient storage of bicycles for all users
- Updates incorporate both short and long-term bicycle parking requirements
- Long-term bicycle parking offers a secure and weather-protected place to park bicycles for employees, residents, commuters, and other visitors who generally stay at a site for several hours

Example of short-term bike parking

Examples of long-term bike parking

VEHICLE PARKING

- **Intent**: To reduce parking demand, support the use of alternative forms of transportation, promote reuse and redevelopment of existing buildings, reduce the overall cost of construction and development, and increase the overall efficiency and use of taxable land within the city.
- Key updates include **removal of minimum parking <u>requirements</u>**. **This <u>does not prohibit</u> the inclusion of parking on a site.**
  - Removing the minimum parking requirements is a market-driven approach.
  - Many residents need to use vehicles. If the Zoning Ordinance does not include required parking, the City will continue to consider parking management strategies for areas where there is high parking demand.
- Large projects (over 50,000 square feet) r**equire a Transportation Demand Management** (TDM) plan to think through how people are getting to/from the property.

TDM strategies can help maximize transportation choices (and reduce the number of people for whom driving is the only option) through programs such as...

- Walking, cycling, ride-sharing, and transit promotion and education.
- Parking cash-out programs or unbundling parking from market rate pricing.
- Shared parking arrangements.
- Enhanced bicycle parking and services.
- Support for car-share and bike-share services and facilities.
- Carpooling or van-pooling programs or benefits.
- Free or subsidized commuter transit passes, transit-to-work shuttles, or enhanced transit facilities (such as bus shelters).
- Guaranteed ride home programs.
- Provisions for alternative work schedules.
- Promotion of “live near your work” programs.

Why remove minimum parking requirements?

- Lets the property owner determine the amount of parking needed based on market demand and other factors.
- Can help to make it more affordable to build housing - reserving land for vehicles is expensive!
- Provides more opportunities for development to be flexible on a site, which can support the provision of more housing units and preserving open space.

How will the City improve transportation infrastructure?

- As the region grows, traffic congestion is likely to increase as people commute into the city from more affordable areas -- if we don't allow more housing options in the city, and support more affordability.
- As part of a separate effort, City staff are working on a transportation project prioritization process, building our capacity to do planning studies (strategically deciding what to do), creating quick-build programs that will allow us to act faster to address safety issues, and building greater capacity to implement projects (with added project managers).
- In the next few years, there will also be new local and regional transit plans designed to improve transit service.

KEY UPDATES: TRANSITIONS

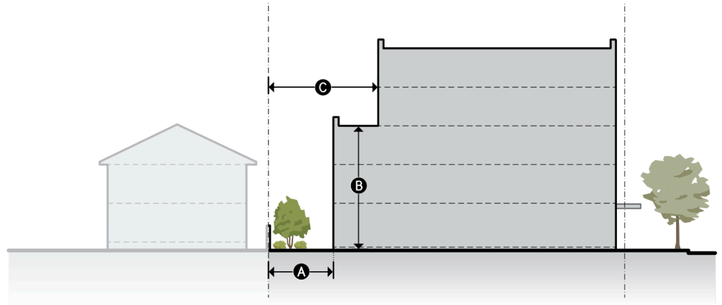
- **Intent**: To improve the compatibility of new development with its surrounding context where the scale of development changes between lots of differing zoning districts.

What is a transition? A transition consists of a combination of a screened area along the affected lot line, building setbacks, and height step-backs to push the mass of the building away from abutting districts above a specified height.

1. If **this** District...
2. Is next to **this** District...
3. Then it must include **this** transition type (as shown in the graphics)

DISTRICT OF ZONING LOT	R-A R-B	R-C
R-A R-B	--	--
R-C	--	--
RX-3 CX-3 NX-3	Type A	--
RX-5 CX-5 NX-5 IX-5	Type B	Type B
CX-8 NX-8 NX-10 DX IX-8	Type C	Type C
CM CV	Type B	Type B

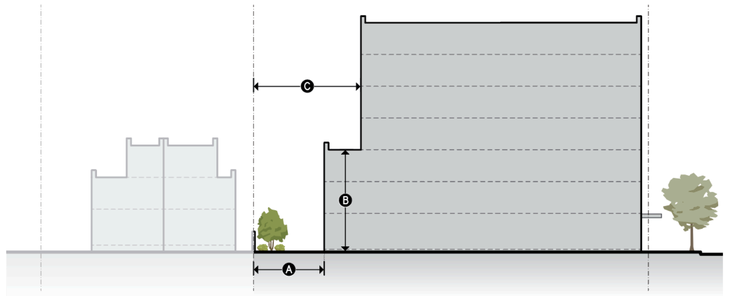
TRANSITION TYPE A



TRANSITION AREA	
A Building setback (min)	15'
Transition screen type	Low

UPPER STORY STEP-BACK	
B Height before step-back (max stories/feet)	3 / 44'
C Upper story step-back (min)	25'

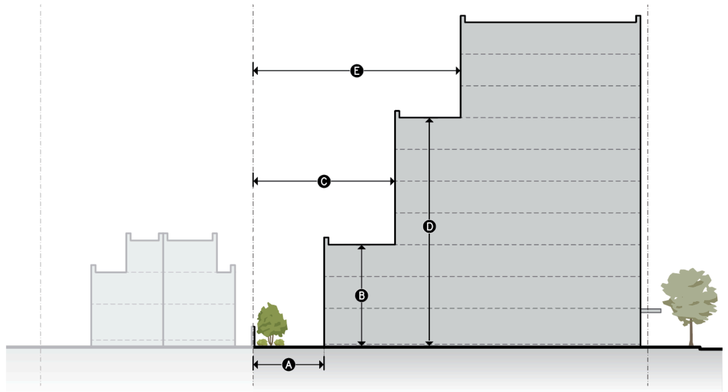
TRANSITION TYPE B



TRANSITION AREA	
A Building setback (min)	20'
Transition screen type	Moderate

UPPER STORY STEP-BACK	
B Height before step-back (max stories/feet)	3 / 44'
C Upper story step-back (min)	30'

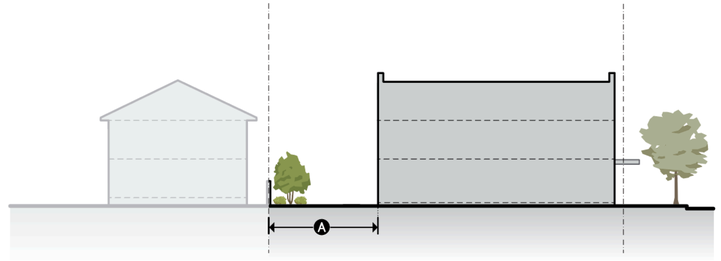
TRANSITION TYPE C



TRANSITION AREA	
A Building setback (min)	20'
Transition screen type	Moderate

UPPER STORY STEP-BACK	
B Height before first step-back (max stories/feet)	3 / 44'
C First upper story step-back (min)	40'
D Height before second step-back (max stories/feet)	7/ 100'
E Second upper story step-back (min)	60'

TRANSITION TYPE D



TRANSITION AREA	
A Building setback (min)	30'
Transition screen type	High

UPPER STORY STEP-BACK	
Height before step-back (max stories/feet)	None
Upper story step-back (min)	None

KEY UPDATES: LANDSCAPING & SUSTAINABILITY

Most landscape standards that exist today are carried forward in the draft zoning ordinance.

Tree Preservation and Replacement

- **Intent**: To provide standards for the preservation of trees as a part of the land development process, including the protection of specimen trees while providing for reasonable use of land, in support of a healthy urban ecological system.
- A Tree Removal Permit is required prior to the removal of any tree 15 inches in caliper or more. (Caliper is a measure of diameter at a specific location on a tree.)

Tree Cover Requirements

- All projects must include provisions for the preservation and planting of trees on the site to the extent that, at 10 years from planting, minimum tree canopy cover will be provided as follows:

Zoning Districts	Percentage of Canopy Cover (min)
Residential	
All R- districts	20%
Residential Mixed Use	
All RX- districts	10%
Corridor Mixed Use	
All CX- districts	10%
Node Mixed Use	
All NX- districts	10%
DX	10%
Industrial	
All IX- districts	10%
Special	
All special districts	15%

Critical Slopes

- **Intent:** To limit development and disturbance of steeply sloped areas near waterways to protect those steeply sloped areas and waterways from the negative impacts of erosion as well as preserve their habitat value.
- Critical slopes are hillsides protected from development under zoning ordinances in the City of Charlottesville. The City Council is charged with granting waivers to projects that would be built on these slopes.
- This carries forward the existing Critical Slopes requirements, but includes updated language for clarification about where and when the requirements apply, and the related processes.

What is a Critical Slope?

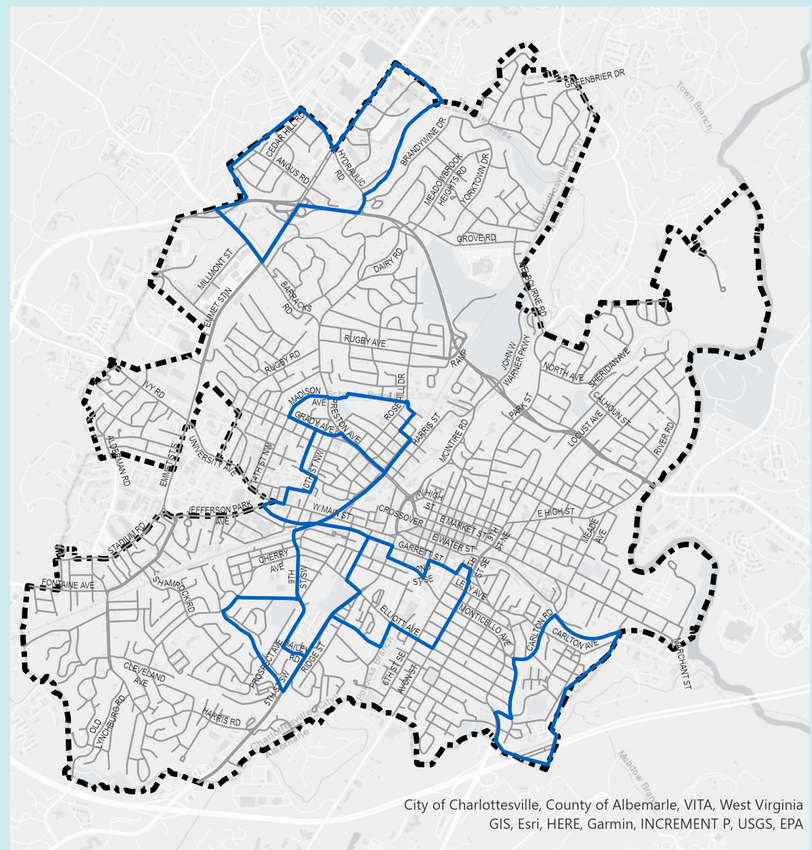
- The Charlottesville City Council adopted a revised critical slopes ordinance on January 17, 2012. The updated ordinance defines critical slopes as any slope that:
  - has a grade of 25% or higher,
  - is within 200 feet of a waterway,
  - has a horizontal run of 20 feet or more, and
  - has an area of 6,000 square feet or more.
- Council can waive the critical slopes ordinance's prohibition on development if the benefits to the public of disturbing the slope outweigh the benefits of an undisturbed slope or if the ordinance would unreasonably restrict the use of a property.

SENSITIVE COMMUNITY AREA CONSIDERATIONS

- The 2021 Comprehensive Plan included significant updates to the Future Land Use Map.
- In turn, the Future Land Use Map guided an update to the Zoning Map, which was shared in draft form in February 2023 (as part of Module 1).
- One piece of the Comprehensive Plan Future Land Use Map that has not yet been addressed in the draft Zoning Ordinance is Sensitive Community Areas.

What are Sensitive Community Areas? *Excerpts from the Comprehensive Plan (page 27)*

- Places throughout Charlottesville that include concentrations of community members who may be sensitive to displacement pressures and potentially most at risk for displacement, based on demographics.
- Includes Future Land Use Map General Residential areas that fall within Census Block Groups (shown in blue on the map) that have relatively high proportions of the communities listed below, using ACS 2018 5-year estimates.
  - Households with Income <$30,000/year, which is 50% Area Median Household Income
  - Black residents, Hispanic residents, and other residents who do not identify as White and Non-Hispanic
- Policy goals for Sensitive Community Areas include:
  - Prioritize these areas for zoning tools that seek to mitigate displacement
  - Keep legacy residents in place (if so desired) and support wealth building



Potential Zoning Approaches

- The City is considering two general approaches to Sensitive Community Areas in the context of the current draft zoning ordinance. Both approaches, outlined in the table below, should include non-zoning support for Sensitive Community Areas, including targeted infrastructure investments.

	Approach 1: Use Zoning to Limit Development Potential	**Approach 2: Focus on Non-Zoning Support**
Potential Approach	■ Add a zoning overlay to define a more restrictive allowance for Sensitive Community Areas. ■ This could include requiring affordable units, further limiting the size of buildings, limiting the number of units allowed, etc.	■ Retain the same zoning allowances on all areas identified as General Residential in the Comprehensive Plan. ■ Focus on implementation of non-zoning tools to support current residents in Sensitive Community Areas (and other vulnerable residents throughout the city).
Potential Trade-offs to this Approach	■ Development pressures may initially be reduced in the short-term. ■ Current owners would potentially experience less increase in home value and less wealth building potential. ■ For many of the identified sensitive community areas, market pressure will continue to drive turnover of property and units to higher wealth occupants requiring non-zoning interventions.	■ Requires time and funding to implement those tools that are not already in place.

MODULE 3 TABLE OF AUTHORITY

Overview & Purpose

- The table summarizes the review processes a development project may need to complete to receive approval to start construction.
- It is organized into process categories and is intended to give a quick, easy-to-understand summary of who reviews and approves each type of application.
- Many of these review processes are already in place today.
- We are reviewing each process to ensure it aligns with state law.

DIV. 5.1. AUTHORITY

5.1.1. Summary of Review Authority

The following table summarizes the review and approval authority of various review bodies and officials that implement and administer this Code.

	REVIEW AND APPROVAL AUTHORITY					PUBLIC NOTICE			
APPROVAL PROCESSES	Zoning Administrator	Board of Architectural Review	Board of Zoning Appeals	Planning Commission	City Council	Mailed	Published	Posted	Website
Comprehensive Plan Review									
Comprehensive Plan Adoption	R			R-PH	D-PH		Y		Y
Comprehensive Plan Amendment	R			R-PH	D-PH		Y		
Review of Public Facilities	R			D-PH	A				
Legislative Review									
Zoning Text Amendment	R			R-PH	D-PH		Y		
Zoning Map Amendment (Rezoning)									
1 to 25 parcels	R			R-PH	D-PH	Y	Y	Y	
More than 25 parcels	R			R-PH	D-PH		Y		
Historic Review									
Minor Historic Review	D	A							
Major Historic Review	R	D			A			Y	
Minor Corridor Review	D			A					
Major Corridor Review	R			D	A			Y	
Development and Subdivision Review									
Development Plan	D								
Minor Subdivision	D			A					
Major Subdivision									
Preliminary Plat	R			D					
Final Plat	D			A					

KEY: R = Review / Recommend D = Final Decision -PH = Public Hearing -PM = Public Meeting A = Appeal
Y = Required Notice

Site Plan Updates

- Site Plan review has been renamed to Development Plan.
- There are changes to the type of project needing to submit a Development Plan and the drawings required for submission.
- Most projects will be required to go through Development Plan review. The review will be focused on zoning-specific issues, with engineering reviewed only at a conceptual level.
- Engineering-specific details will then be reviewed later during the permitting process.

	REVIEW AND APPROVAL AUTHORITY					PUBLIC NOTICE			
APPROVAL PROCESSES	Zoning Administrator	Board of Architectural Review	Board of Zoning Appeals	Planning Commission	City Council	Mailed	Published	Posted	Website
Permit Review			A						
Tree Removal Permit	D		A						
Floodplain Permit	D		A						
Sign Permit	D		A						
Temporary Use Permit	D		A						
Administrative Modification	D		A			Y			
Quasi-Judicial Review									
Variance	R		D-PH			Y	Y	Y	
Floodplain Variance	R		D-PH			Y	Y	Y	
Special Use Permit	R			R-PH	D-PH	Y	Y	Y	
Critical Slopes Special Exception	R			R-PH	D-PH	Y			Y

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Subdivision Updates

- The processes and standards for subdivision will be integrated into the Zoning chapter rather than a separate chapter as it is today, which is why those processes are included in the Table of Authority.

PLEASE SHARE YOUR FEEDBACK

Please share comments related to the draft zoning ordinance by April 30, 2023.

CVILLE PLANS TOGETHER

Option 1: Complete the Feedback Form

Module 1:
rebrand.ly/Zoning1

Module 2:
rebrand.ly/Zoning2

There are also a paper form available today.

Option 2: Send comments via email

Engage@cvilleplanstogether.com (or contact the Cville Plans Together team via the website)

Option 3: Send comments via mail

Neighborhood Development Services
City Hall
P.O. Box 911
Charlottesville, VA 22902

Do you have any clarifying questions or comments you'd like to share?